

## AUTO PARTS

Parts for all cars 50% to 85% off manufacturer's list price.

Some of the cars we have parts for: Overland, Maxwell, Buick, E. M. F., Flanders, Studebaker, Metz, Hupmobile, Chandler Grant, Brush, Mitchell, Hudson, Regal, Reo, Cadillac, Marmon, Paige, Jackson, Moon, Howard, Michigan and many others. High Tension Magnets, Carburetors, Radiators, Axle Shafts, Gears, Bearings, Spark Plugs and Everything for the Automobile. Some of the complete motors we have for sale in good running condition: E. M. F., \$60.00; Overland, \$50.00; Regal Electric Starter, \$85; Reo, \$75.00; Buick, \$65; Maxwell, 25 Starter, \$100.00; Hudson 32 Bosch Magneto, \$110.00.

Tungsten parts for all kinds of Coils and Magnets. Springs for all makes of cars. Your money's worth or your money back, and you are the judge. Write us your needs.

## AUTO PARTS COMPANY

CAPE GIRARDEAU, MO.

## ROCK LEVEE SPAN IS WASHED AWAY

Cape County Again Cut Off From Cities Below—No Relief For Three Months

The temporary bridge over the Little River Drainage where it crosses the Rock Levee Dam, washed away Friday morning as a result of the flood waters.

The streams running into the diversion channel are out of their banks and the flood water is the heaviest that has entered the ditch for more than a year.

The District Road Committee has recently announced that a permanent bridge would be constructed across the channel and the Rock Levee Dam, but this span cannot be completed for three months, during which time this county will again be cut off from the cities to the south.

The flood continues to rise and there is danger of much farm land being inundated during the next two days. The Mississippi river is rising rapidly, and if the rain continues for another two days, the river will be out of its banks below the Cape.

## CHAMP CLARK FOR FREEDOM OF SEAS

Baltimore, Md., Dec. 12—America's future prosperity rests in a large measure on the increase of its foreign trade. Speaker Champ Clark of the House of Representatives said in an address at the opening of the annual convention of the Southern Commercial Congress.

"The one problem resulting from the war with which the Southern Commercial Congress is most concerned is what arrangements will be made touching the freedom of the seas," said Speaker Clark. "When but a handful, for the freedom of the seas we fought the most powerful nation on earth. Last year and this we fought the Central Empires for the freedom of the seas, for after all is said and done, that is the chief reason why we participated in the war."

"We can depend on President Wilson to secure freedom of the seas at the congress of Versailles. In that connection the principal question with which the commercial congress should wrestle is how to increase our foreign trade, for upon that rests in a large measure the future prosperity of this republic."

The immense merchant marine built up during the war should be maintained forever, Clark declared, and added that the only way to do it "is to modernize our navigation laws, make our seamen the most efficient and above all things, increase our foreign trade."

"We have no time to lose in the preparation for the trade war, which comes simultaneously with peace," warned Speaker Clark in concluding. "Great Britain and France have been busily and scientifically preparing for it, even within the sound of the roar of the great guns."

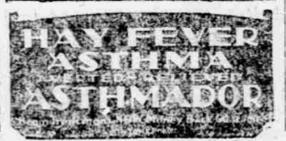
## U. S. SHIPS CARRIED 912,082 TROOPS ABROAD.

New York, Dec. 12—With the consent of the Navy Department, the office of Vice-Admiral Gieves commander of the cruiser and transport force, made public here tonight figures showing exactly the proportionate share of troops conveyed to France in American vessels. Of the entire army of 2,070,880 men taken over, the statistics show, 46 1/4 per cent were carried in American ships, 48 1/2 in British and the balance in French and Italian ships.

Of the total strength of the naval escort guarding all these convoys, the U. S. furnished 82 1/2 per cent, Great Britain 14 1/2 per cent, France 3 1/8 per cent.

It was felt that these official figures should be made public owing to the discrepancies in the statements of many public orators as to the relative share taken by the naval forces enabling American troops to reach the battle line to sufficient force to turn the tide against Germany.

In actual numbers of men transported 912,082 were carried in American transports and 40,499 in other American ships, 1,096,987 were carried in British-leased Italian ships and 52,466 by French and Italian vessels.



## REGULAR SESSION OF THE CITY COUNCIL.

October 21, 1918.

Council convened in regular session; Mayor Haas, presiding with all members present; records of previous meetings read and on motion of Mr. Wittmor, roll was called for their adoption, the vote resulting as follows: Ayes, Haas, Wittmor, Frissell; Nays, none; whereupon the mayor declared said records duly adopted.

Petition for Mr. S. C. McKee for position as policeman was read and on motion of Mr. Frissell, roll was called that petition be received and filed, the vote resulting as follows: Ayes, Haas, Wittmor, Frissell; Nays, none; whereupon the mayor declared said motion adopted. The following resolution was presented by Mr. Frissell:

Whereas, the extraordinary demand for skilled labor created by the war emergencies has rendered it difficult to maintain a complete force of firemen of the required qualifications, and

Whereas, it has become difficult for the same reason to retain skilled men at the salaries originally provided, and

Whereas, some measure should be adopted for the purpose of inducing trained firemen to remain in the employ of the city,

Therefore, Be it Resolved, that from and after December 1, 1918, salaries shall be paid the firemen as follows: Chief and Mesade, \$100 per month; Assistant Chief, \$75.00, firemen \$70 per month and all firemen hired thereafter \$65.00 per month until they have given at least one year's continuous service in that capacity to the city.

On motion of Mr. Wittmor roll was called that said resolution be adopted, the vote resulting as follows: Ayes, Haas, Wittmor, Frissell; nays, none.

## Classified Advertising

TELEPHONE No. 2

WANTED—to hear from owner of good farm for sale. State cash price, full description. D. F. Baush, Minneapolis, Minn.

WANTED—Forty acre farm with good supply of water; within easy reach of Cape Girardeau. Address K. 7, The Tribune.

FOR RENT—One or two store rooms on corner of Good Hope and Frederick Streets, apply to Chas. Blattner, 247 S. Frederick St.

SALESMEN—Splendid opportunity for the man seeking to better himself. Advertising calendars and novelties. Liberal commission proposition. Selling season commences January 1st. The Geo. H. Jung Co. Cincinnati, O.

WANTED—Boy to learn watchmaking and jewelry repairing by one of the most expert mechanics. No tuition fee required; must come well recommended and of family permanently located. Address Mechanic Care Tribune.

GET A BUSINESS of your own. Little money needed. Why work for others? Kane Mfg. Co., Smith Bldg. Seattle, Wash.

WANTED—First class printer; steady position and good wages. Apply at The Tribune office.

MOTOR—For sale one five-horsepower direct current motor; in good condition. Only at The Tribune Office.

FEMALE HELP—Large Knitting mill desires women to work in town. Easy business; permanent. International Mills Nerristown, Pa.

whereupon the mayor declared said resolution duly adopted. Bill of Robinson Fire Apparatus Mfg. Co., for \$22.54 was read and on motion of Mr. Wittmor, roll was called to allow same and a warrant to be issued for said amount, the vote resulting as follows: Ayes, Haas, Wittmor, Frissell; nays, none, whereupon the mayor declared said motion adopted.

On motion of Mr. Frissell, council adjourned.

H. H. Haas, Mayor.

Attest: A. P. Behrens, City Clerk.

AN ORDINANCE AUTHORIZING THE MAYOR TO DEED BY QUIT CLAIM TO CHARLES L. HARRISON PROPERTY ON PARK DRIVE WHICH IS A PART OF CITY PROPERTY KNOWN AS HSSOURI PARK.

Whereas, the city of Cape Girardeau, by its city council did on June, 1917, pass an ordinance to improve Park Drive from the west property line of Main street to the east end line of Fountain street, and

Whereas, the contract was let and the work done under the general ordinance No. 268 and special ordinance No. 1131, which special ordinance was approved June 18, 1917 as aforesaid, and

Whereas, said improvement of Park Drive is about completed and tax bills will be issued to pay for said improvements, and

Whereas, the city of Cape Girardeau has an opportunity to sell to the said Charles L. Harrison all that property on the south side of said Park Drive and relieve itself of paying the tax bills to be issued against

said property in the event of the approval and acceptance of the grading of said Park Drive.

Therefore, be it Ordained by the Council of the City of Cape Girardeau, Missouri, as follows:

Section 1. That the mayor of the city of Cape Girardeau be and he is hereby authorized to contract with and sell to Charles L. Harrison the following described real property to-wit: Commencing at the Southwest corner of Lot No. 7, Range K, city of Cape Girardeau, Missouri, then run west along the line of Lot No. 12, Range K, one hundred and fifty-three feet (153), more or less to the south line of Park Drive thence runs in a westerly direction along the south line of said Park Drive, one hundred and sixty-seven feet (167) more or less to the west line of said lot No. 7, Range K, thence south along the west line of said lot 7, Range K, six feet (6) to the place of beginning, together with the north half of what was formerly North street abutting on the south side of aforesaid property, in the quarter block hereinafter mentioned.

Section 2. That the mayor after having executed a quit-claim deed to the said Charles L. Harrison, at knowledge and deliver same to purchaser for the city of Cape Girardeau, Missouri.

Section 3. This ordinance is to take effect and be in force from and after its passage.

Passed and approved this 16th day of August, 1918.

H. H. Haas, Mayor.

Attest: A. P. Behrens, City Clerk.

PREZ TO SUCCEED SCHWAB.

Washington, Dec. 12—Charles Fiez, vice president and general manager of the Emergency Fleet Corporation is to succeed Chas. M. Schwab as director general of the corporation, it was said today at headquarters here of the Shipping Board.



## THE LITTLE RIVER Drainage District SYSTEM .. OF ..

## Levees and Ditches was almost wholly constructed with ELECTRICALLY OPERATED MACHINES

THE WORK WAS DONE QUICKER AND CONSIDERABLY CHEAPER THAN IT COULD HAVE BEEN WITH ANY OTHER POWER

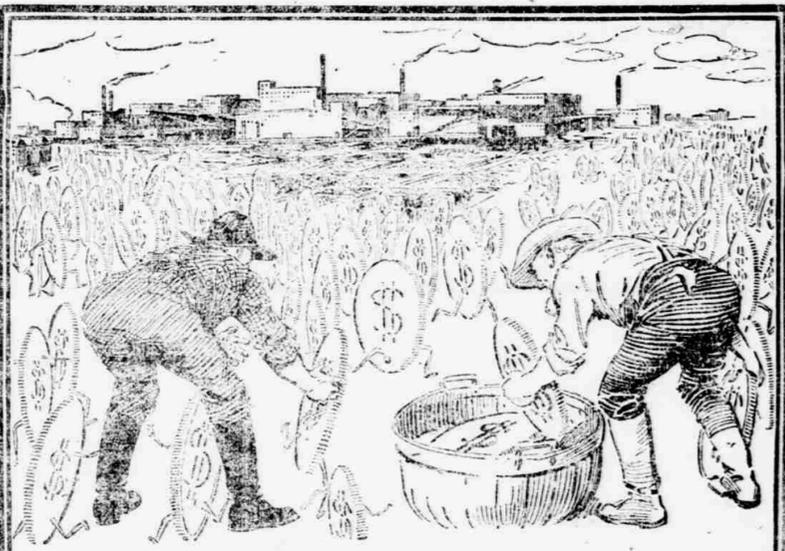
## M. P. U.

## Electric Service

Is saving fuel for the nation  
Is saving money for its users  
Is helping freight congestion

## MISSOURI PUBLIC UTILITIES CO.

SOUTHEAST MISSOURI



## The Farmer Receives More Than Five Thousand Dollars a Minute From Swift & Company

This amount is paid to the farmer for live stock, by Swift & Company alone, during the trading hours of every business day.

All this money is paid to the farmer through the open market in competition with large and small packers, shippers, speculators and dealers.

The farmer, feeder, or shipper receives every cent of this money (\$350,000 an hour, nearly \$2,000,000 a day, \$11,500,000 a week) in cash, on the spot, as soon as the stock he has just sold is weighed up.

Some of the money paid to the farmer during a single day comes back to the company in a month from sale of products; much does not come back for sixty or ninety days or more. But the next day Swift & Company, to meet the demands made by its customers, must pay out another \$2,000,000 or so, and at the present high price levels keeps over \$250,000,000 continuously tied up in goods on the way to market and in bills owed to the company.

This gives an idea of the volume of the Swift & Company business, and the requirements of financing it. Only by doing a large business can this company turn live stock into meat and by-products at the lowest possible cost, prevent waste, operate refrigerator cars, distribute to retailers in all parts of the country—and be recompensed with a profit of only a fraction of a cent a pound—a profit too small to have any noticeable effect on the price of meat or live stock.



Swift & Company U. S. A.

